

# Too Ill to Work

## Scores of Women

in homes, stores, offices and factories are not fit to be at work. They toil on day after day and year after year suffering with distressing weaknesses and derangements, hoping against hope that they will soon feel better, but how can they hope to do good work or escape permanent invalidism?

Such women are in danger of derangement of women's functions. They owe it to themselves to try that good old fashioned root and herb remedy Lydia E. Pinkham's Vegetable Compound, which for more than forty years has been restoring American Women to health and strength.

### Here is a Notable Example

Joplin, Missouri.—"I took Lydia E. Pinkham's Vegetable Compound to see if it really would do as it was advertised and it sure did, and more. I was weak and could not do much work, had bearing down pains and had to go to bed. I learned about the Vegetable Compound from my mother and my husband told me to get it. After taking one bottle I was able to be on my feet most of the time and do my work again. I have a baby eleven months old and I have done all my own work, even the washing and ironing since she was three weeks old. I certainly recommend your great medicine to everyone who complains of female trouble and I am more than willing for you to use my testimonial."

—Mrs. TIMOTHY GRANEY,  
426 Connor Ave., Joplin, Mo.

### And Another

Chicago, Illinois.—"I suffered for four years with pains in my sides, hips and legs and a terrible backache. I could not do any work at all. I was treated by many physicians but they did not help me. I read in one of your books where other women have been helped by Lydia E. Pinkham's Vegetable Compound, so I tried it and it helped me very much so that now I can do everything in the house. I have told my friends about Vegetable Compound and you have my permission to use this letter."—Mrs. L. OVENSTEIN, 902 S. Marshfield Avenue, Chicago, Ill.

Thousands of such Letters  
Prove the Curative  
Value of

# Lydia E. Pinkham's Vegetable Compound

LYDIA E. PINKHAM MEDICINE CO., LYNN, MASS.



Confidence  
Creates  
Co-operation

BUSINESS men must have real confidence in their bankers in order that active co-operation between them will be complete.

We have the confidence of a large number of progressive and successful business men who evidently have found this bank of great help to them.

We wish to extend our usefulness to deserving new accounts and would be glad of the opportunity to talk the matter over, either at the bank or at your office.

Commercial  
Trust & Savings  
Bank

Northeast Corner  
Main and Union

MEMBER  
FEDERAL RESERVE  
SYSTEM.

MEMBER  
MEMPHIS CLEARING  
HOUSE.

## FIRST CROSS-SEA SHIP ARRIVES

NO. 4 With Commander Read  
in Charge Comes Directly  
From Pensacola.

With its four giant engines roaring the famous NO. 4, U. S. seaplane which made the first trip across the Atlantic ocean, reached Memphis at 12:21 o'clock Tuesday afternoon after a nonstop flight of 425 miles from Pensacola, Fla. The big ship commanded by Lieut. Commander A. C. Read, who was in charge during the trans-Atlantic flight, was in the air nine hours and 53 minutes en route from Pensacola.

After circling over the business district at an altitude of about 1,500 feet the seaplane alighted on the house of the Father of Waters near the point of Mud Island. A government tug took the ship in tow and pulled it to its berth in the canal at the foot of Court avenue. The plane has a wing spread of 125 feet and is equipped with four engines.

A crowd of between 1,000 and 2,000 persons were gathered on the levee to welcome Commander Read and his crew of 11 men. The original crew who were in charge of the seaplane on its epoch-making flight across the Atlantic are included in the personnel of the present crew. A committee of business men from the Chamber of Commerce met at 10 o'clock and extended an official welcome to Commander Read and his crew.

### Passed Over New Orleans.

Describing the trip from Pensacola to Memphis, Commander Read said:

"Leaving Pensacola yesterday at 7:45 a.m. we started down the coast line toward New Orleans," he stated. "Over Mobile bay we discovered a heavy squall on the port side and nearly ran into it. We managed to avoid it, except only a small portion. We did not fly directly over New Orleans, but after passing near Lake Pontchartrain, cut across the point, flying overland several miles above New Orleans. At this time it was about 11 o'clock."

"We flew at 2,000 feet altitude most of the time, but on encountering clouds we rose to 3,000 feet once, and then dropped to 1,000 feet. All four engines were used continuously."

"After passing across the point at New Orleans, we followed the general line of the Mississippi river. In passing through some of the clouds the ship bumped considerably. We had planned to make the flight to Memphis in about seven and a half hours, which would have put us here at 5 o'clock, but strong headwinds over the river retarded progress considerably."

"We maintained about 31 knots (55 miles) an hour during the trip. Our arrival at Memphis a day before regular schedule was due to the change of plans at Pensacola. It being deemed better to speed a day fusing here."

### Personnel of Party.

The crew accompanying Commander Read on this trip included: Lieut. Walter Hinton, first pilot; Lieut. Peter Talbot, second pilot; Lieut. E. C. Reid, radio operator; Chief Boatman L. R. Moore, engineer, and Chief Mechanist Mateo E. S. Rhodes and J. Kessler, assistant engineers. In addition to this crew, who made the historic flight to the European continent, are Lieut. J. B. Anderson, aeronautic officer, and four mechanics.

The fuselage of the big plane is covered and a roomy compartment is thus formed for the crew. A launch was served yesterday while the ship was 2,000 feet in the air. The plane, which is on a recruiting and exhibition tour covering points along the Gulf and Mississippi rivers, will not be open to inspection today. The engines will be tuned up by the mechanics and 500 gallons of fuel will be taken on.

The ship will leave Memphis at daybreak Thursday morning for a nonstop flight to Cincinnati. The next three weeks will be spent at cities above Memphis among shipbuilders of the Mississippi river and its tributaries. The plane will return to Memphis on Nov. 14, and will remain here for several days during which time it will be open to inspection.

### FAIR PRICE COMMITTEE WORKS AT PINE BLUFF

PINE BLUFF, Ark., Nov. 5. (Sp.)—The Jefferson county fair price committee was organized here Monday at the office of Mayor M. C. Hollis, and J. A. McIntyre was elected chairman and Stanley Dreyfus, secretary. The other members of the committee are J. W. Blackburn, A. B. Russell, W. L. Jones, W. D. Jones and Mrs. J. M. Sowards.

### TELEGRAPH BRIEFS

ATLANTA.—Oil has been discovered near Scotland, in Telfair county, Ga., according to a statement by Dr. A. W. McCallie, state geologist. The oil refines about 50 per cent kerosene.

LYNCHBURG, Va.—The city manager form of government has been adopted here by a vote of 174 to 44.

ATLANTA.—Jake Wells has sold all his vaudeville and motion picture houses in Knoxville, Tenn.; Atlanta, Augusta and Savannah, Ga., to the S. A. Lynch Enterprises, Inc. It is announced.

NEW YORK.—New York drug clerks, recently organized, will strike Tuesday as the result of a vote taken several days ago. Clerks in hospitals, clinics, dispensaries and institutions will remain at work.

SYDNEY, N. S. W.—Seven seamen and four passengers from the foundered New Zealand schooner, *Natara*, of Hona Vista, have been landed here.

WASHINGTON.—An army casualty list issued includes the name of Private John Haynes, of Winder, Ga., as killed in action.

PORT WORTH, Tex.—William G. McAdoo, former secretary of the treasury, has bought a 50-acre oil lease near Wichita Falls, paying \$1,000 per acre for the rights.

COPENHAGEN.—Germany has replied to the interallied note demanding surrender of Hun ships turned over during the war to shipping companies in the Netherlands, offering to arbitrate the question.

MUELVA, Spain.—A general strike has been declared here and rioting has occurred at the mines.

CHICAGO.—Retail dealers are prohibited from delivering coal to any customer who has as much or more than one ton of coal on hand by order of the regional coal committee.

HELSINKI.—A communication issued by Gen. Yudenich, reaching here, confirms the loss of Oatchina to the Bolsheviks.

HAVANA.—Gen. Rafael Montalvo, leading conservative candidate for the presidential election, has been designated as president of the conservative party.

LONDON.—A Bolshevik communication received here reports the further capture of 300 prisoners in the Petrograd region and a similar number in the Tchernaya district of the Crimea.

NEWPORT NEWS, Va.—This city has declared for the city manager form of government by a majority of more than four to one.

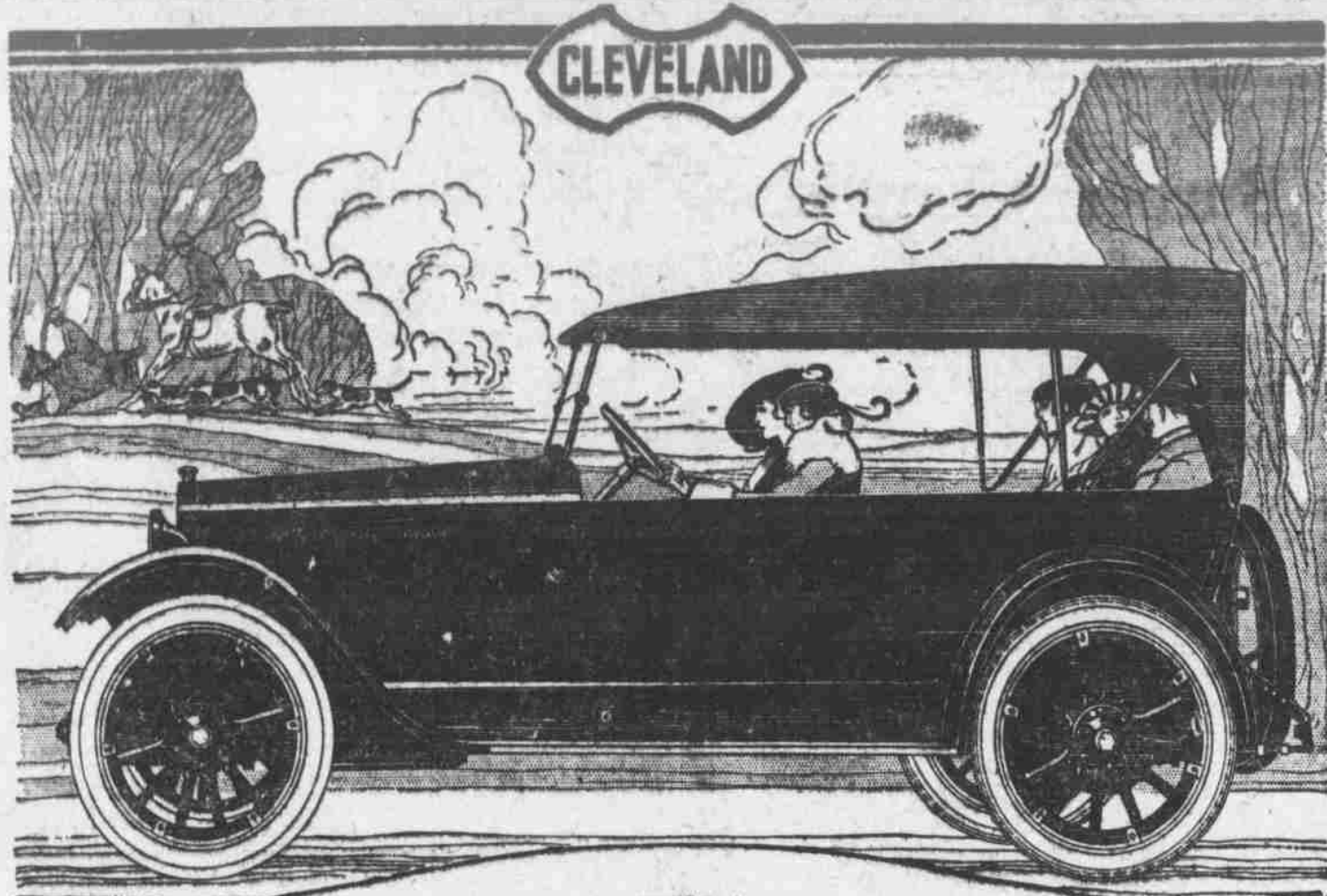
LONDON.—Gen. Denikin, chief of the Russian southern army, has concluded an armistice with the Ukrainians by which he is to evacuate Ukraine, according to a Vienna dispatch.

LONDON.—Lieut. Col. J. Sherwood Kelly, holder of the Victoria cross, has been sentenced to be severely reprimanded for writing to a London paper criticizing waste of lives and money in British Russia operations.

MONTEPELIER, Vt.—An inch of snow fell here Tuesday, being the first of the season in this section.

BERLIN.—It is reported from Hamburg that the Standard Oil company will soon resume operations in Germany.

BOSTON.—Approximately 4,344,000 pounds of Cuban sugar was brought to this port Tuesday on the American steamer *Coraline*.



## Thousands have Wanted Such a Car as This

The Cleveland Six is a finished product, not an over-night venture, not rushed to the market to meet an emergency. It is the product of years of intelligent thought and careful work—a car designed and built to supply high-quality in its field. Masterskill and

great sincerity are built into this car.

The Cleveland Six brings real motoring satisfaction to thousands who have wanted such a car. It is a welcome expression of the best ideals for service to the world, service of transportation and recreation.

If You Haven't Seen the Cleveland,  
Come In and See It Now

### MODELS AND PRICES

Touring Car (Five Passengers) \$1385 Roadster (Three Passengers) \$1385  
Sedan (Five Passengers) Coupe (Four Passengers)

(All prices F. O. B. Factory)

### SUPERIOR MOTOR COMPANY

Monroe at Wellington

CLEVELAND AUTOMOBILE COMPANY, CLEVELAND, OHIO

\$1385

## MEMPHIS IS WARNED AGAINST PLAGUE

NEW ORLEANS, Nov. 5.—Health officials in Memphis and the state health officials of Mississippi have been warned by Dr. Oscar Dowling, of the Louisiana state board of health, to be on their guard for an epidemic of the bubonic plague.

Henry Dussendorfer and Henry Williams died last week of the plague. Williams was believed to have been a victim of typhoid fever, but an autopsy performed by the city and state health officials showed his death was caused by the bubonic plague.

Two other cases were reported to the city officials and these are now at the isolation hospital.

### A PROVEN METHOD.

Mrs. Foster—I wish you'd wake me in time for me to catch the 7 o'clock train in the morning. But don't rouse me till my husband—very well, my dear, I'll take off my shoes and sneak upstairs in my nightgown as I always do when I get in late at night.—Washington Star.

## Ultex Bifocal Lens

—Relieves the necessity of two pairs of glasses.

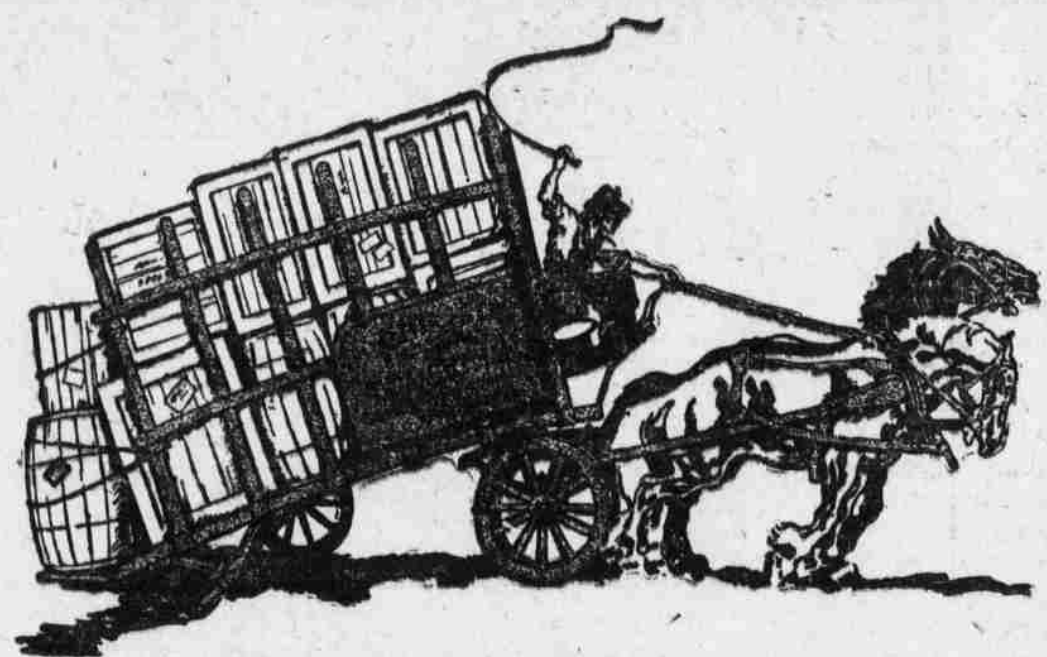
Science has again triumphed in the production of Ultex Lens. The delicate fabric texture of these glasses readily lends itself to the requirements of the optometrist in prescribing glasses for those using a distance and reading lens.

Our optometrist recommends Ultex Lens when two pairs of glasses are required. Should your vision be failing or impaired, avail yourself of the professional assistance of our optical department.

Out-of-town patrons will appreciate our prompt service in the replacement of lenses and making of repairs.

### GEO. T. BRODNAX

Reg. Opt. No. 102 in Charge.  
OPTICAL DEPARTMENT  
22 South Main St.,  
Memphis.



## Running on Three Wheels

It is easier to pull a loaded wagon that has only three wheels than it is to run a business without sufficient income to meet expenses. Each may struggle along for a time, but neither can travel fast or far, and the strain is sure to be great.

A business that lacks the revenue to pay for the best material and workers can not give the best service. When the service suffers all users of the service also suffer.

That is the problem now facing your telephone company. Unless it secures rates that make it possible to purchase necessary material and pay wages that will hold good employees, it can not give you good service.

The future of your telephone service rests on the securing of fair rates. The public must decide.

CUMBERLAND TELEPHONE  
AND TELEGRAPH COMPANY

(Incorporated)

